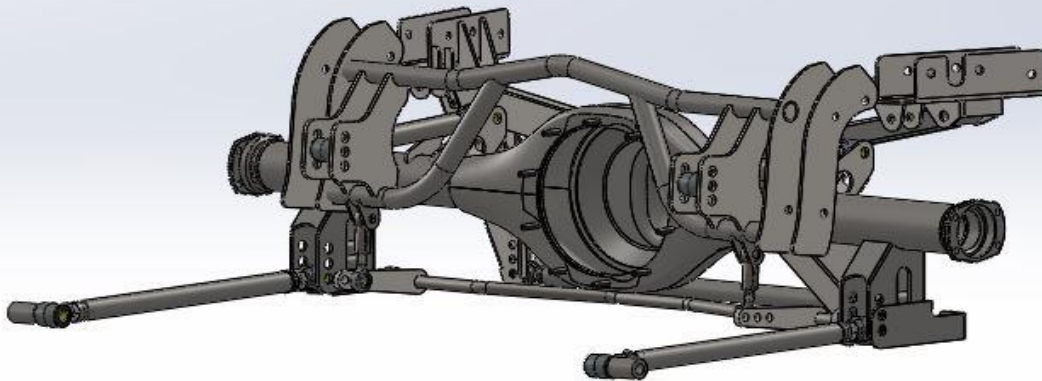




RC-121-MT-PG

INSTALLATION INSTRUCTIONS

PRO-G 4-LINK



Please read these instructions completely before starting your installation.
Remember the basic rule for a successful installation:

****** Measure Twice, Weld/Drill Once. ******

******Do Not Paint or Powder Coat any suspension components before
trial fitting all items ******

For questions on installations please call 800-841-8188 In Illinois (847) 487-0150



- 1) Jack up the car and support it on jack stands. Remove the rear section of the exhaust system. Remove the back seats, drive shaft, E-brake cables, Bump stops and rear axle assembly including leaf springs and shocks. Be sure to clean and grind off any undercoat or grease on all surfaces where brackets will be mounted as it is best to start with a clean unpainted surface. Also note when installing the rear saddles some slight trimming of the mini tubs that were installed may be needed on some cars. If your year vehicle is equipped, you will need to remove the factory muffler mount as it will interfere, it is shown in the pictures below.

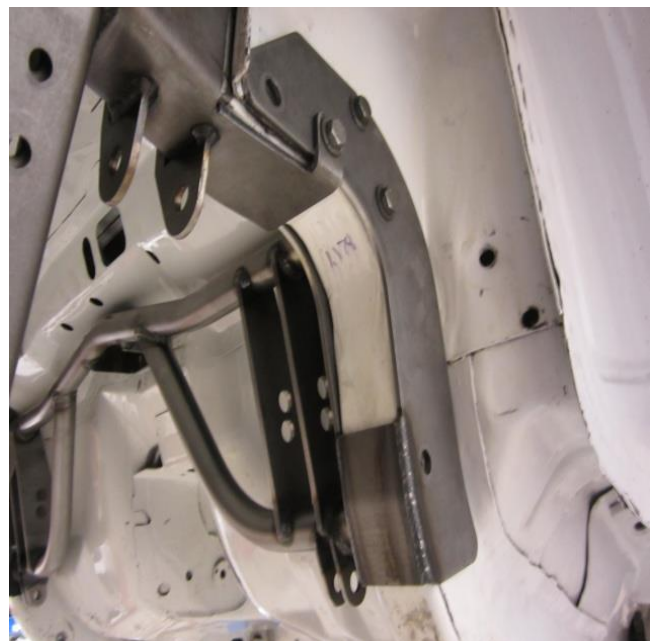
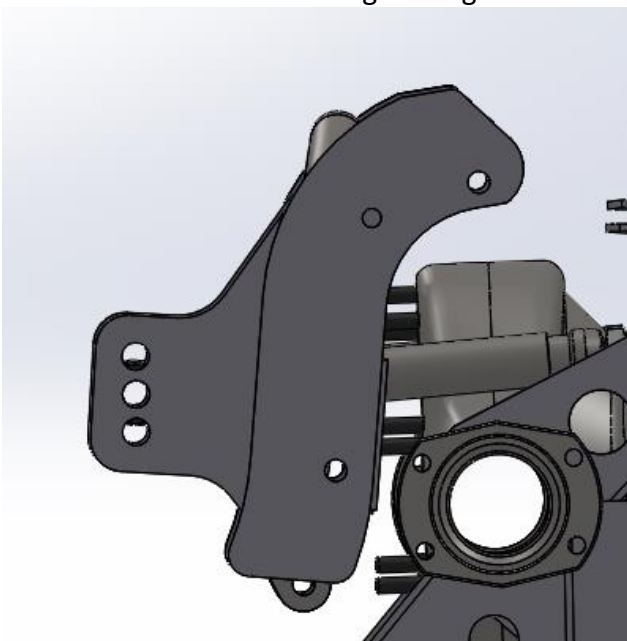


- 2) Next you will need to cut the upper link clearance holes. Please see attached pictures for measurements where to place them. The holes will be 4.5" wide and 5.5" tall. You will later use the supplied enclosures to seal these holes off from the elements.

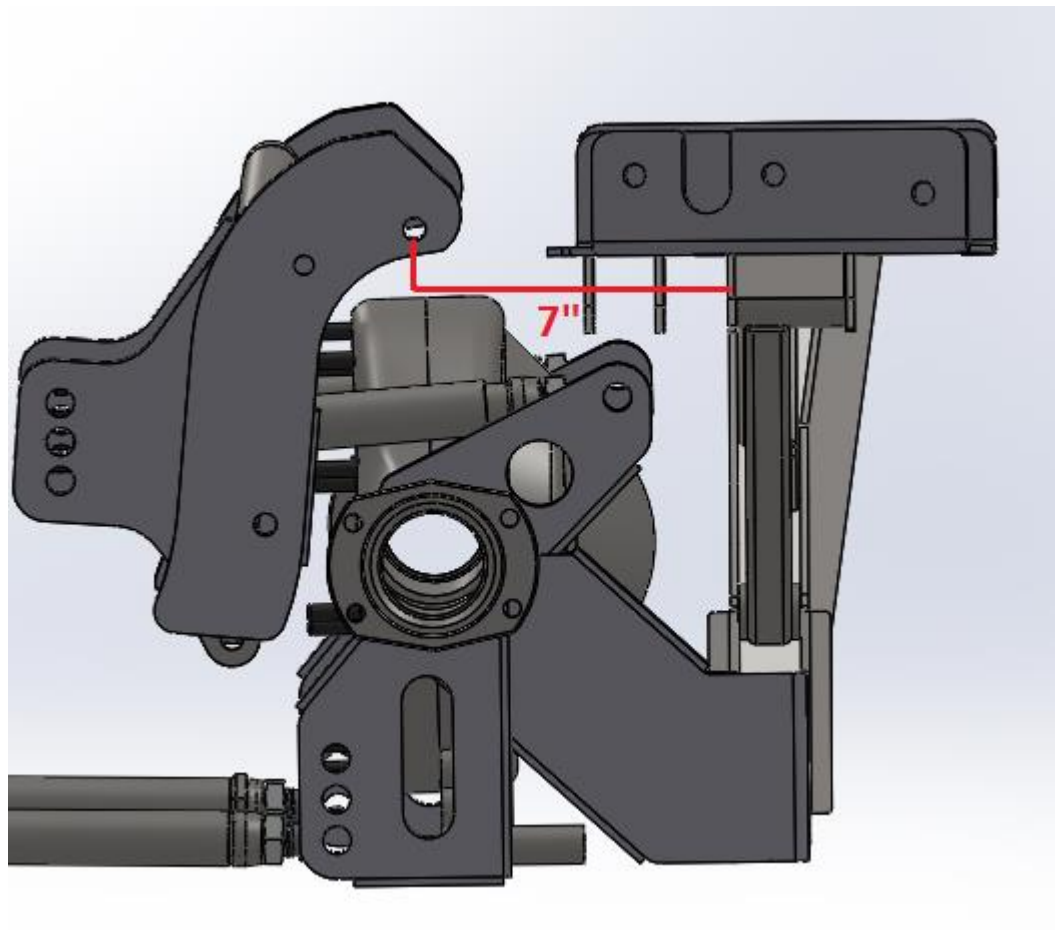


3) You can now install the upper link cross member between the factory frame rails. Due to variances in the frame rails from the factory, the saddles for the cross member may be a tight fit. Use a rubber mallet to help install if needed.

4) Locate the cross member using the factory bump stop nut plate with on the rear most hole in the saddle. Drill the 1/2" holes through the frame rail and use (1/2-13 x 4" bolts, nuts and 1/2 washers) Making sure not to crush the frame rail when tightening the bolts.

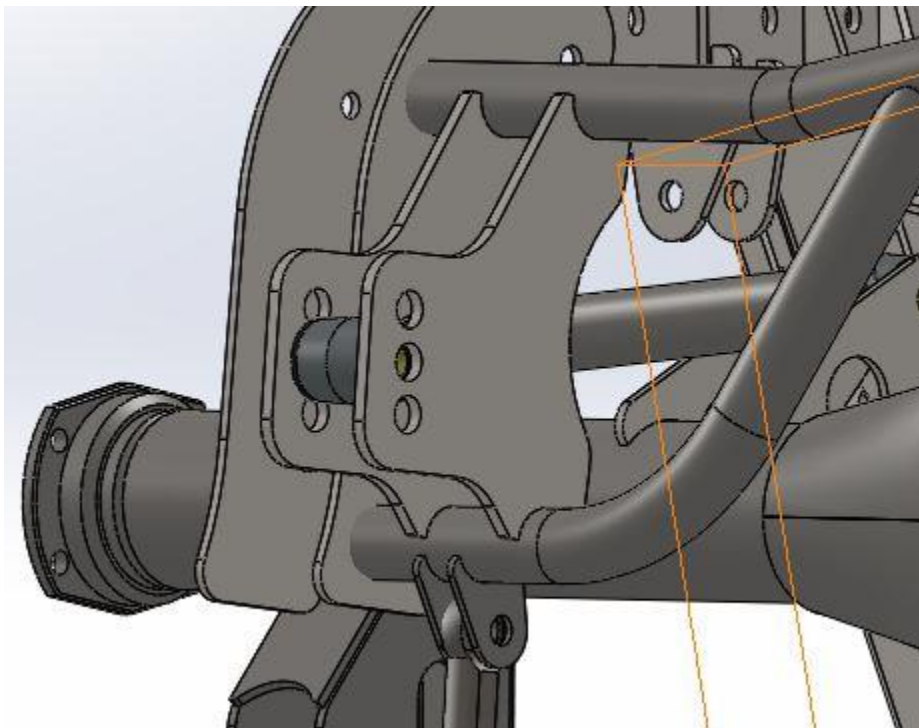
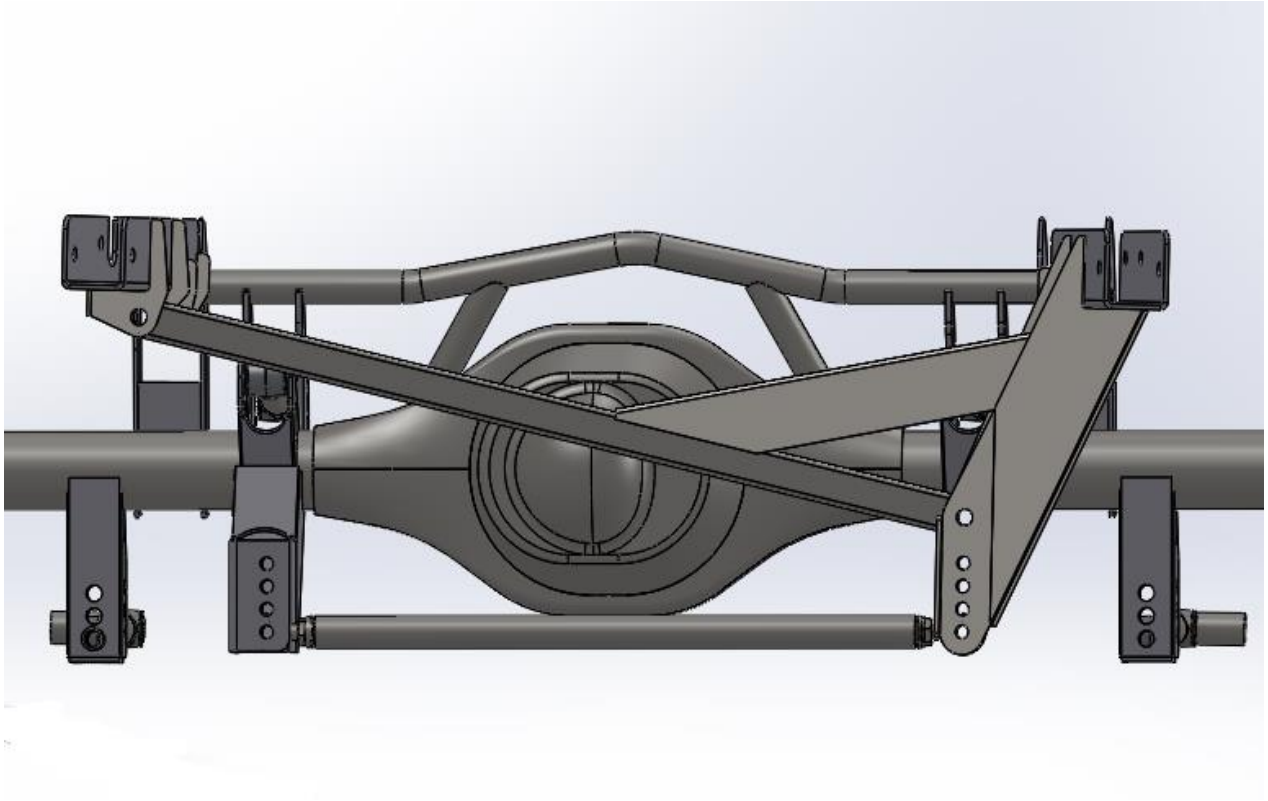


5) Install the left and right rear saddles. They locate 7 inches from the center of the bolt hole to the front of the crossmember mount as seen in the picture. Make sure the saddles are flat on the frame rail and hold the saddles in place with a vise clamp / c-clamp. Drill the holes through the frame.

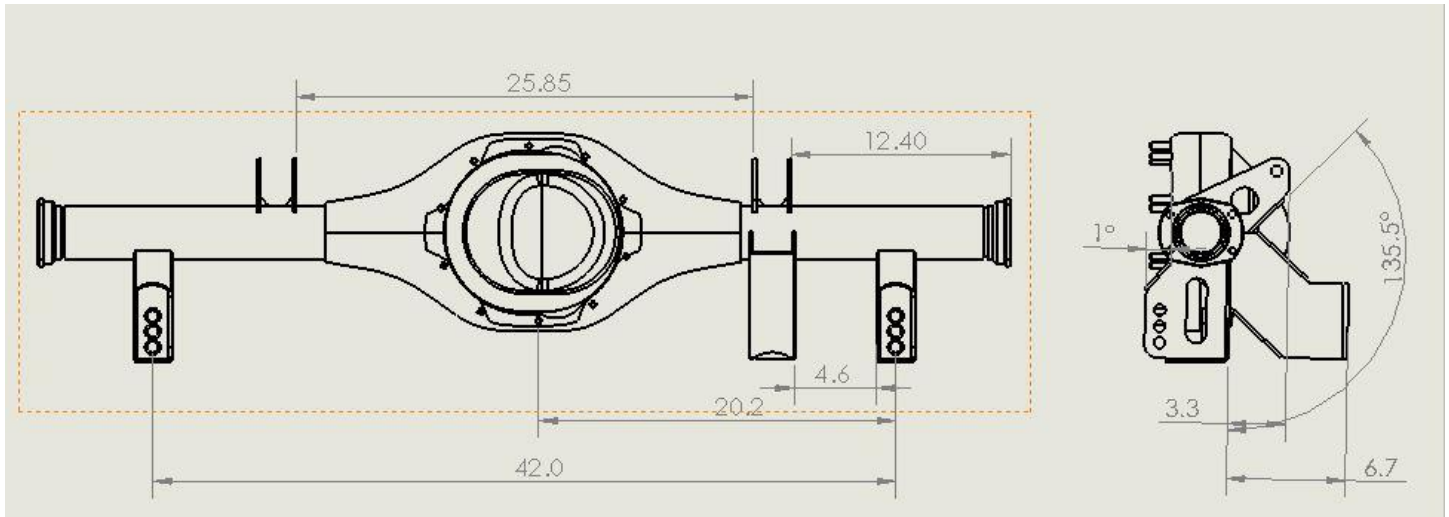


6) Install the six 1/2-13 x 4" bolts with washers, nylock nuts and leave them loose for now.

7) Install the panhard reinforcement crossmember using two 3/8-16 x 1-1/4 bolts and 5/8-18 x 2-3/4 on the right side. For the left side one 5/8-18 x 3.5 bolt. Now that all the bolts are in tighten the bolts in the saddles and panhard crossmember. TIP: use the small window next to the shock mount to insert a wrench to tighten the two 3/8 bolts. Install the upper links onto the crossmember from inside the car using the center holes on the mounts as a starting point.



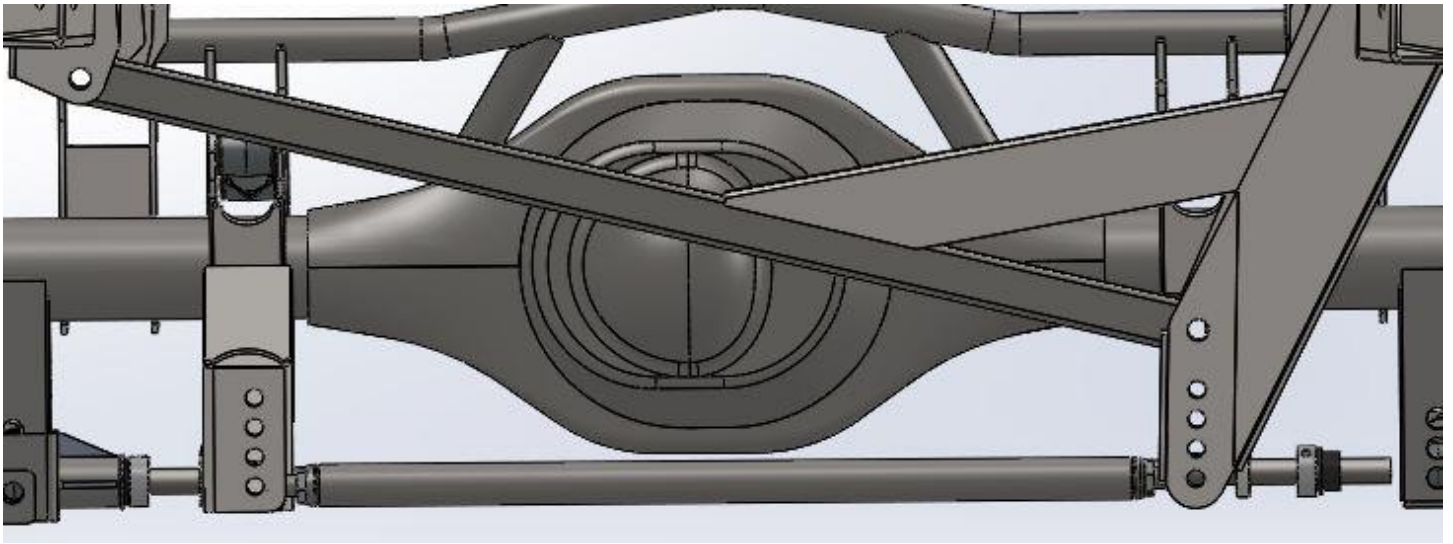
8) Time to install the axle brackets, see measurements below. Be sure to tack weld them first and recheck measurements before fully welding all brackets. Tack the upper link mounts first. Then tack the left and right lower link axle brackets followed by the panhard bracket. The housing shown is a 60" if you have a 58" housing subtract one inch from 12.4 measurement shown.



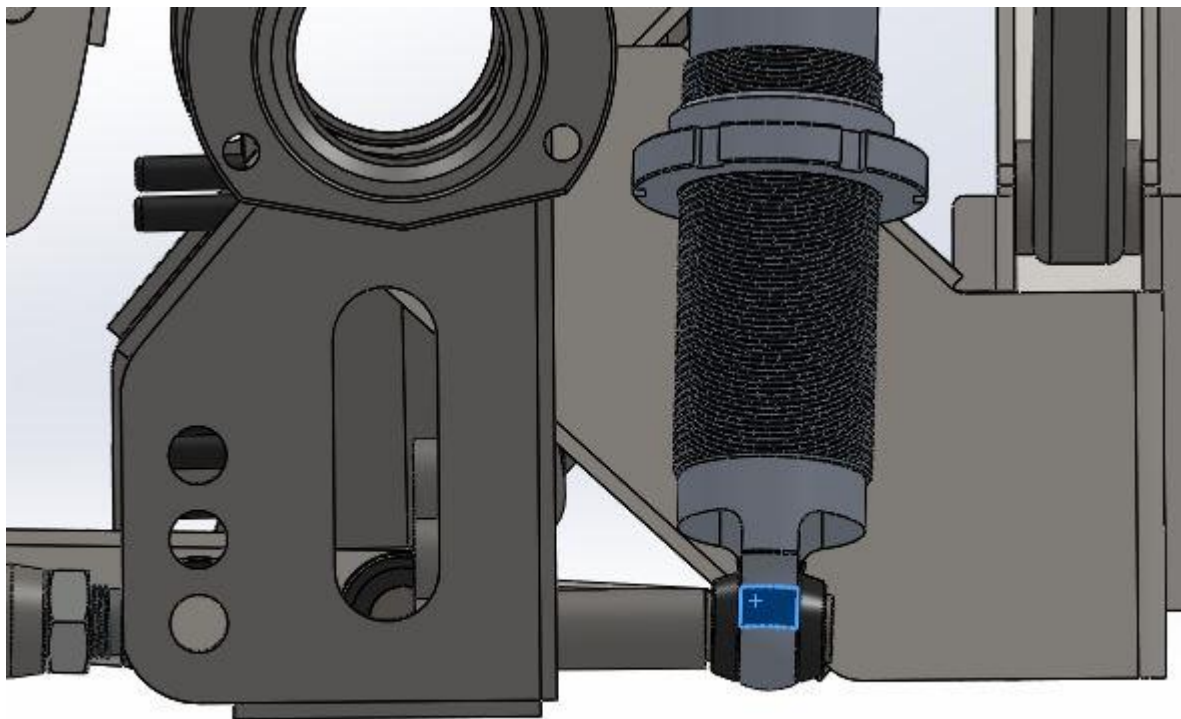
9) Next is the lower link install. Start with drilling the stock leaf spring pocket from 1/2 to 5/8 then insert the lower link with the spacer to the outside of the car moving the lower link fully to the inner side. If your vehicle has the parking cable brackets in the pictures below you will need to remove them. We have also found some of the body panels on the vehicles have large gaps as shown in the pictures you will have to use a hammer and gently persuade the gaps closed and allow for more clearance. Use 5/8-18 x 4-1/2 bolt and nylock jam nut to install the links.



10) Once the links are installed install the panhard bar using the two lowest hoes as a starting point. See picture below.



11) Now install the shocks. Install the upper shock to the shock mounts on the saddles. Lower mounts will use the spacer provided with the 4-link kit. You will also need to change the lower shock sleeve to accept the 5/8 bolt. If vehicle is being lowered, use the bottom shock mounting hole placing the spacer between the lower link mount and the shock as seen below. At this point you can make adjustments to the links setting your wheel base and pinion angle. The links have multiple mounting holes for adjustability. Be sure to set your ride height first and do all adjustments with the car at rest on all 4 tires.



12) Once the 4 link is completely installed you can install the supplied link enclosures. These will need to be trimmed to fit the contours of your floors. Once trimmed you will need to weld the upper and lower mounting tabs to the boxes and then bolt them into the floors. These need to be removable so you can make adjustments to the upper links. You will also need to make modifications to the seat back by cutting off some of the metal frame for clearance. You will cut 5.5" from the inner edge towards the outer side of the seat and 12.5" will be your second cut. The two mounts on the seat back will be removed and seat will be held in place by clipping it in on top and installing the lower. See pictures for reference

